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CENTURY CITY NORTH SPECIFIC PLAN



DEPARTMENT OF CITY PLANNING

LOS ANGELES, CALIFORNIA

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CENTURY CITY NORTH SPECIFIC PLAN

WHAT IS A SPECIFIC PLAN?

The State of California and the Los Angeles City Charter mandate the City to adopt a General Plan to establish a comprehensive declaration of purposes, policies and programs to guide its development. Implementation of the General Plan occurs through a variety of mechanisms. The Los Angeles City Charter provides for specific plans as one implementation mechanism. The City's 35 community plans (which, along with Concept Los Angeles and the Citywide Plan, make up the Land Use Element of the General Plan) and the Scenic Highways Plan identify areas for which specific plans are deemed appropriate and necessary.

A specific plan is a legal document adopted by the Mayor and the City Council, which regulates how and what you can build. It is an ordinance that adds regulations to our Citywide Zoning Code (a part of the Los Angeles Municipal Code) to address the unique characteristics of smaller geographic areas in the City. A specific plan is generally more restrictive than the Zoning Code, but it may also contain certain incentives or "bonuses". In some areas, the elements which comprise the urban streetscape, such as landscaping or sign control, may be specified. In other areas, tall commercial buildings that cast shadows on adjacent residences may be regulated.

The Charter's mandate is broad with respect to contents of specific plans. They may include zoning, public project regulations and "other measures as may be required to insure the execution of the General Plan." Adopted specific plans address an array of issues, including sign control, building design, landscaping, lot coverage, solar envelopes, design review boards, parking, building height and land uses. The first of a number of specific plans was adopted by City Council in 1971. Specific plan ordinances supplement, and may supercede, other provisions of the Los Angeles Municipal Code, including the Building Code.

Specific plans are developed with public input to the greatest extent possible. Some have been prepared in conjunction with a Citizens Advisory Committee appointed by the Councilmember of the affected district, others with the help of community and business groups. Proposed specific plans are presented to all interested parties at a public hearing held by the City Planning Commission. After consideration of public testimony, the Commission makes its recommendation to the City Council. The Council's Planning and Environment Committee then conducts another hearing and makes a recommendation to the full City Council. The Council, after yet another hearing, adopts the plan with changes it deems appropriate (or disapproves it) and the Mayor signs it (if he/she concurs). The plan then becomes an ordinance which is a part of the Los Angeles Municipal Code.

ABOUT CENTURY CITY NORTH

The Century City North Specific Plan represents the culmination of a long effort to provide guidelines and criteria for the development of Century City. There are two specific plans which include all property in Century City: the Century City North and Century City South Specific Plans.

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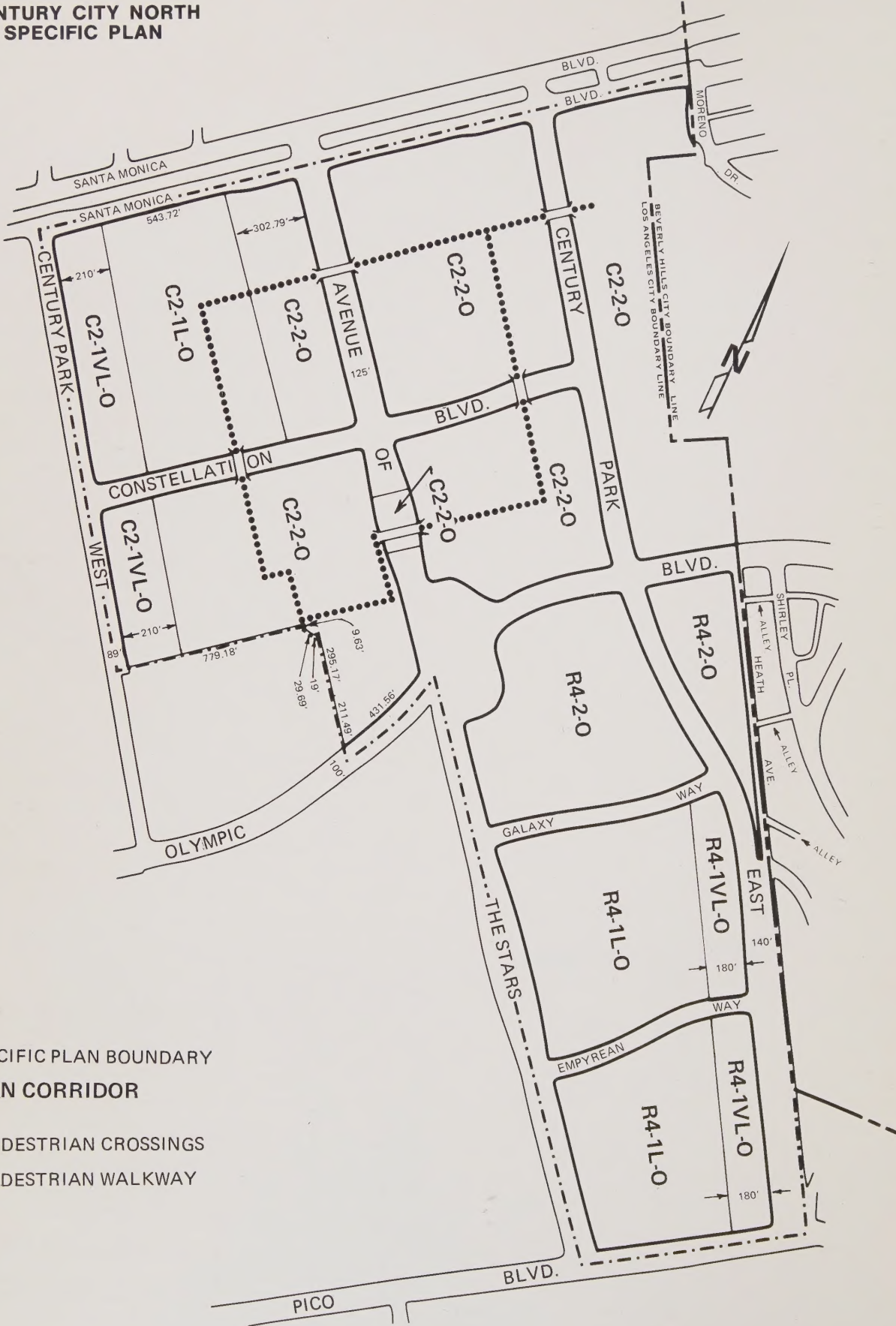
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UNIVERSITY OF CALIFORNIA

See map below: Century City served for decades as the “back lot” studio for Twentieth Century-Fox Film Studio. In the late 1950’s, virtually all of Century City was purchased by William Zeckendorf under a partnership agreement with Alcoa. Zeckendorf then sold his interest in the

property to Alcoa, who then leased back, and eventually sold back, only the existing studio properties to the Twentieth Century-Fox Corporation. The remaining land in Century City was planned by Alcoa for development into a high-density residential and commercial center.

CENTURY CITY NORTH
SPECIFIC PLAN



- LEGEND:
- SPECIFIC PLAN BOUNDARY
 - == PEDESTRIAN CROSSINGS
 - PEDESTRIAN WALKWAY

DEVELOPMENT OF THE CENTURY CITY NORTH SPECIFIC PLAN

Development of a specific plan for the Century City area was a program recommendation of the West Los Angeles District Plan, adopted by City Council on March 21, 1974. The West Los Angeles Plan recommended that development of Century City be regulated by a specific plan and set forth various criteria therefor, including phasing of development and provision of a continuous pedestrian system.

A specific plan for all of Century City Center was initiated in November 1975. The Councilman of the district appointed a 15-member Citizens Advisory Committee (CAC) to provide input to the Planning Department staff in the preparation of the specific plan. In addition to the regular CAC meetings, three subcommittees (Circulation, Environmental and Land Use) held meetings to study central issues in the planning of Century City. These subcommittees investigated various planning issues, such as traffic, street improvements, density, height, phasing of development, parks, pedestrianways, parking, shadow/glare, air quality and noise reduction. In September 1976, two preliminary specific plans were developed. One for what is now Century City North and one for Twentieth Century-Fox Studios or what is now termed Century City South. Major criticism of the preliminary specific plan centered on the phasing "triggers" which were to be utilized to permit further 1,000,000-square-foot increments of development. As a consequence, the Specific Plan was held in abeyance for approximately two years, until September 1978.

A renewed planning effort was initiated as the result of a resurgence in development activity. A new draft plan was developed in June 1979. The City Planning Commission adopted a modified version in March, 1980. Meanwhile, additional negotiations among the concerned parties (development and real estate interests, homeowners' groups and municipal officials) made portions of the Commission-approved plan obsolete. A major revision and reorganization of the plan was prepared by Planning Department staff during Fall, 1980. Additional public meetings were subsequently held to obtain input from the general public. A proposed specific plan was approved by the City Planning Commission and the City Council's Planning and Environment Committee, and was enacted by the City Council and signed by the Mayor. The Century City North Specific Plan Ordinance became effective in November, 1981. The Century City South Specific Plan was adopted on the same day, but became effective in December 1981.

SUMMARY OF PLAN PROVISIONS

Century City North is one of the City's major commercial centers. When this plan was adopted in November 1981, the 148 acres involved had already been developed with major regional shopping and entertainment facilities as well as high-rise office, hotel and residential structures.

A specific plan was needed to be sure that the center's remaining development potential could be realized while resolving problems that might arise from the activities of the complex. Foremost among the realities was the vehicular traffic that could be generated. A second concern was that vehicular traffic should be separated from the flow of pedestrian movement. Additionally, compatibility of development had to be assured within the center and between the center and its neighbors.

These requirements were met in the Century City North Specific Plan by providing:

- (1) a cap on the total square feet of floor area in structures based on the traffic volume that could be accommodated
- (2) 30 developer-paid street improvements to accommodate additional traffic
- (3) a second-level pedestrian system
- (4) a specified amount of development to be permitted in each of two phases of a building program
- (5) a core area with the highest development intensity and a buffer area at the perimeter with less intense development.

CUMULATIVE AUTOMOBILE TRIP GENERATION POTENTIAL


Traffic was the major planning concern in Century City North. Given the development potential of the area, traffic congestion could become impossible unless means of regulating the intensity of development could be devised. An innovative planning tool was developed in order to mitigate this situation. The intensity of development permitted was to be based upon the number of trips an automobile made to and from a certain type of land use. Thus, Los Angeles became the first city to implement this highly sophisticated land use planning tool.

The Plan uses Cumulative Automobile Trip Generation Potential (CATGP) as the means of assessing and limiting the development potential of properties within the Specific Plan area. Different types of land uses were assigned appropriate trip generation potential. Intensity of use was then measured in terms of trip generation, not floor area ratios or square footage. The trip generation potential per square foot of permitted land use is defined in the Definitions Section of the Plan. The figures are taken from the City of Los Angeles EIR Manual, the Institute of Transportation Engineers' Trip Generation Manual and independent sources.

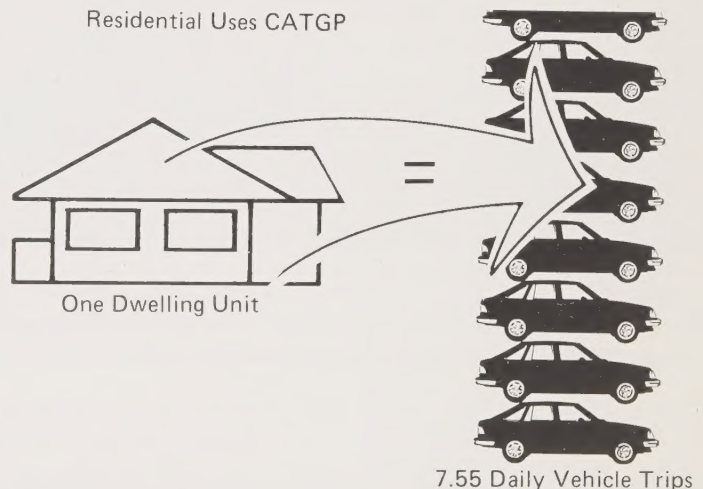
CUMULATIVE AUTOMOBILE TRIP GENERATION POTENTIAL (CATGP)

...is the total daily vehicle trips generated by a project in the specific plan area and is the means by which the intensity of development (floor area ratio of a building) in Century City is regulated.

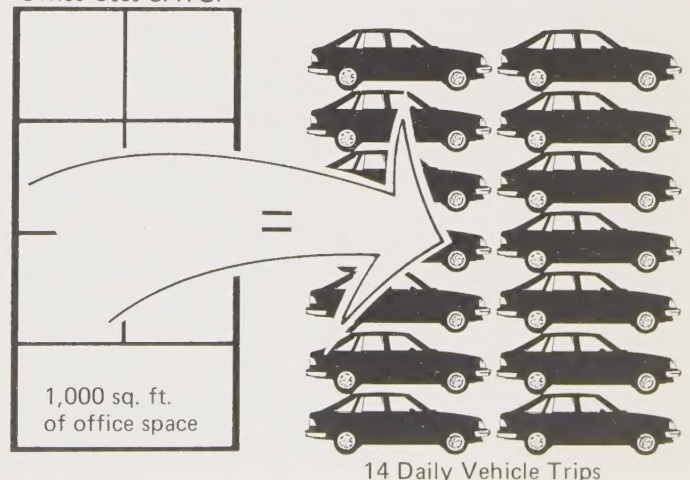
Different projects are assigned different trip generating factors, for example:

 = 1 Daily Trip (CATGP)

Residential Uses CATGP



Office Uses CATGP



Allocation of CATGP among the various remaining undeveloped/underdeveloped properties in Century City North is based on the following criteria: (1) vehicle trips are allocated only to property which is currently undeveloped or underdeveloped ("underdeveloped" properties have a FAR less than a certain specified level) by the allocation of Phase 1 and 2 trips ; (2) vehicle trips are allocated to areas within the Specific Plan "core area" at a rate approximately double that in the "buffer area"; and (3) vehicle trips are allocated to lots proportional to their size.

"Buffer" areas, identified in the Ordinance on Appendix A, are areas which lie at the extreme east and west of the Specific Plan area and protect relatively low density residential uses to the east and west of the Specific Plan area. Core areas, identified in the Ordinance on Appendix A, are defined as the remaining areas in the commercially zoned portion of the Specific Plan.

The key feature of this allocation is the fact that buffer areas receive fewer trips per net acre than core areas. This allocation method approximates the distribution of 1981 development. This allocation has a further justification in that it concentrates growth away from low-density residential areas situated to the immediate east and west of the Specific Plan area. This policy minimizes adverse environmental impacts and mitigates abrupt changes in scale. Generally, residential uses in the Century City area are clearly segregated from office and retail uses. For example, the majority of existing or proposed residential properties lie south of Olympic Boulevard: Retail uses are concentrated in the Pavillion, (situated on a block at the extreme northwest corner of the Specific Plan area) and office commercial uses occupy the remainder of properties north of Olympic Boulevard. The intensity of office commercial uses varies depending on location within the Specific Plan area. Intensive development is generally located in the core of the Plan area.

DEVELOPMENT PHASING

To assure orderly development, the Plan establishes two phases of development. Phase 1 permits a maximum cumulative automobile trip generation potential of 20,000 trips. This figure includes the 4,200 trips allocated to the shopping center. Phase 2 shall begin when all street improvements have been completed. An additional 10,156.789 trips are allocated to Phase 2. A project under Phase 2 must also obtain a special permit, which involves a more detailed review by the City Planning Commission of the project's impacts. Such phasing insures that in Phase 2 any adverse impacts created by additional development can be carefully evaluated before a project is issued an approval or a denial.

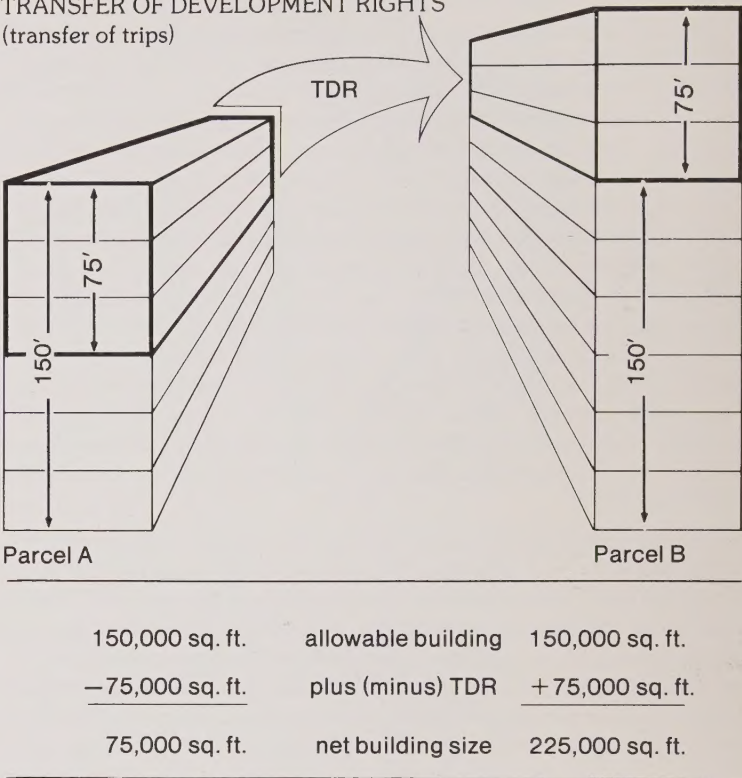
	TRIPS	PROCEDURE
PHASE I	<ul style="list-style-type: none"> Up to 20,000 CATGP*. Includes 4200 trips allocated to the shopping center. 	<ul style="list-style-type: none"> Non-discretionary approval process. No public hearing. No appeal.
PHASE II	<ul style="list-style-type: none"> 20,001 to 30,156 CATGP*. Maximum of 30,156 CATGP*. 	<ul style="list-style-type: none"> Application to Planning Commission. Discretionary action (notice & findings required). Action appealable to the City Council.

*CATGP: Cumulative Automobile Trip Generation Potential; See definition in Section 2.

TRANSFER OF DEVELOPMENT RIGHTS

The sale or transfer of trips is permitted from any site having unused allocated vehicle trips to any other site in the Specific Plan area. The floor area ratio is limited to 4.5:1 in the buffer areas and 6:1 in the core areas. Up to 5,000 trips may also be transferred from the area governed by the Century City South Specific Plan to any property within the Century City North Specific Plan area.

TRANSFER OF DEVELOPMENT RIGHTS (transfer of trips)



In a transfer of development rights (TRD's) all or part of the unused development potential of one site is transferred to another site. The "donor" site is then permanently restricted from using those rights and the "receiver" site is entitled to the use of those rights. This facilitates reducing density in some areas by transferring that density, in the form of development rights, to another site where the impacts from that density can more adequately be mitigated.

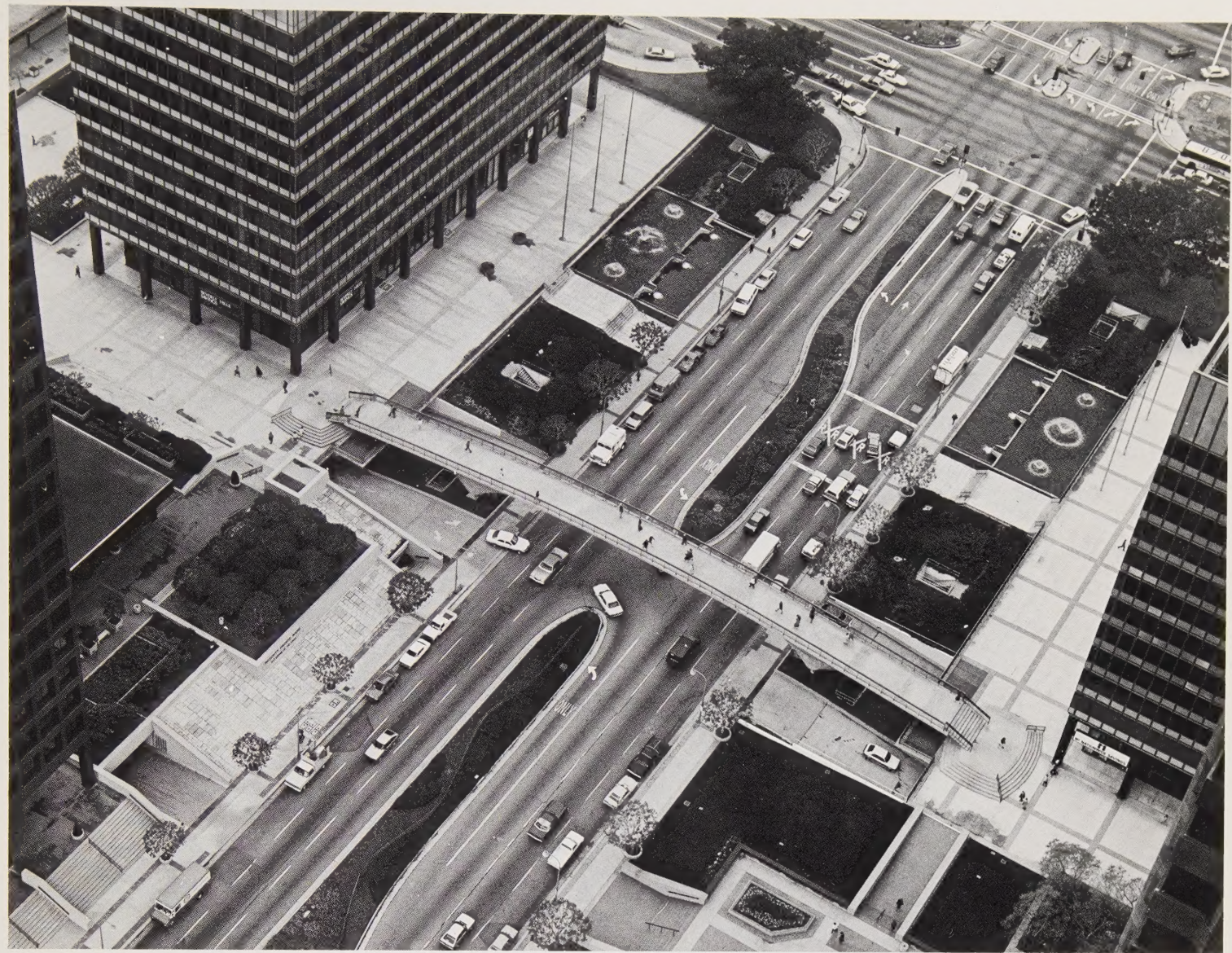
SHOPPING CENTER

The Shopping Center of Century City North has its own distinctive features of development. The shopping center has an exclusive trip allocation maximum of 4,200 trips apart from the rest of Century City. There is a provision that 15,000 square feet of improved leaseable floor area for public purposes be provided at a reasonable rental within two years. If this is not accomplished then 3,000 square feet of space, free of charge, must be made available to the public thereafter. Also the shopping center uses a CATGP factor of 28 vehicle trips per 1,000 square feet, instead of 35 vehicle trips for all other retail uses. The lower CATGP factor was determined appropriate for the shopping center as the result of a special study of this unique retail facility.

TRANSPORTATION IMPROVEMENT PROJECT

The Plan specifies 30 developer-paid transportation improvements which are required to be completed during Phase 1. The Department of Transportation assigns dedications and improvements to those development projects (as defined in the Plan) which apply for a building permit. Assignment is made on a proportionate basis which is described in the Plan.

In order to build a project in Century City, a developer has to provide for certain transportation improvements.



PEDESTRIAN CORRIDOR

The Plan provides a mechanism for the implementation of the Pedestrian Corridor, a design outline of which is identified on the Plan Map. The Plan stipulates that the City Engineer, in consultation with the Director of Planning, shall prepare preliminary plans for the design of the Corridor. The plans need only be of sufficient detail to guide architects or

engineers to further design and detail exact working drawings. The Corridor may be built privately by each developer or under the auspices of an assessment district established specifically to implement the system.

Pedestrians may be separated from surface traffic movement by pedways, provided by developers.





CENTURY CITY NORTH

SPECIFIC PLAN



Ordinance Number 156,122

An ordinance establishing a Specific Plan, known as the Century City North Specific Plan, for a portion of Century City Center.

WHEREAS, the Concept, Citywide Plan and the West Los Angeles District Plan, portions of the General Plan for the City of Los Angeles, provide that Century City Center develop as one of several high-intensity centers, consistent with the preservation and protection of low-density, single-family residential areas from encroachment by other types of uses; and

WHEREAS, the property described on the map set forth in Section 1 of this Ordinance (Map) is required to be rezoned in order to permit development in conformity with the previously adopted West Los Angeles District Plan (Plan); and

WHEREAS, the C2-2 zoning densities indicated on the Map shown in Section 1 of this Ordinance are consistent with the densities shown in the Plan; and

WHEREAS, the full commercial densities proposed by the Plan, as indicated on the Map, are predicated on provision of adequate public service and transportation facilities to service the Specific Plan Area; and

WHEREAS, the Plan requires phasing in order to assure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity of development; and

WHEREAS, this Specific Plan requires specific street improvements to be assured as a part of a first phase of development and establishes a discretionary permit process as a condition of a second phase of development; and

WHEREAS, ultimate densities as shown in the Plan and as shown on the Map may only be achieved by a Specific Plan amendment; and

WHEREAS, Century City Center is composed of diverse ownerships and interests; and

WHEREAS, it is the intent of the City Council that this Ordinance be applied and administered consistent with the goals and purposes stated above; and

WHEREAS, in order to assure that such development proceeds in compliance with the General Plan and the above goals, it is necessary to adopt the following Specific Plan,

NOW THEREFORE,
THE PEOPLE OF THE CITY OF
LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. Establishment of Specific Plan

A. The City Council hereby establishes this Century City North Specific Plan applicable to that area of the City of Los Angeles shown upon the Century City North Specific Plan Map within the heavy lines thereon. (see page 2)

B. This Specific Plan is intended to provide regulatory controls and incentives for the systematic execution of that portion of the Plan which includes said area and to provide for public needs, convenience and general welfare as the development of such area necessitates. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the provisions and procedures contained in said Chapter, except as specifically provided for herein.

Section 2. Definitions

The following terms used in this Ordinance, with the first letter of each word thereof capitalized, are defined below. Whenever any term is used in this Ordinance, it shall have the meaning specified in Section 12.03 of the Los Angeles Municipal code, except as specifically defined herein.

"Block" shall mean an area of land, whether under one or several ownerships, shown on the Map and bounded either by streets or by streets and the boundary of the Specific Plan Area.

"Cumulative Automobile Trip Generation Potential" (CATGP) means the cumulative total daily Trips generated by all Projects on commercially zoned lots within the Specific Plan Area for which building permits are issued subsequent to November 15, 1981, which total shall be calculated utilizing the factors contained in the following table:

	Trips/1,000 sq. ft. of Floor Area
(i) Office Commercial:	
Medical.....	75
Drive-through Bank Facility	192
Other Office Commercial	14

(The Trip generation factor for Other Office Commercial includes the Trip generation potential of office uses and incidental Retail Commercial uses in the same building not to exceed 3% of the Floor Area of such building).

(ii) Retail Commercial:

Projects for Retail Commercial and incidental office space uses on the lot referred to in Section 7 of this Ordinance	Trips/1,000 sq. ft. of Floor Area
Sit-Down Restaurant in Hotel	28
Other Sit-Down Restaurant	18
Fast-Food Restaurant ..	45
	553

(A fast food restaurant is a restaurant located immediately adjacent to and on the same level as an automobile parking area and where patrons are not served food or beverages at tables by employees of the establishment).

	Trips/1,000 sq. ft. of Floor Area
Other Retail Commercial	35
(iii) Hotel:	Trips/ Guest Room 10

(The Trip generation factor for Hotels includes the Trip generation potential of Guest Rooms, ancillary hotel facilities (such as laundry, storage, accounting, lobby, front desk, cashier, administrative, corridor, mechanical, kitchen, restroom and similar areas), and seventy-five (75) square feet of restaurants, meeting rooms and retail commercial facilities per Guest Room, not to exceed a total of 26,250 square feet in any one Hotel. In the event of any change in use or demolition of a Hotel or any portion thereof, Trips shall only arise from such demolition or change in use based on the number of Guest Rooms demolished or changed in use and/or any demolition or change in use of any Floor Area used for restaurants, meeting rooms or commercial facilities in excess of the lesser of 75 square feet per Guest Room or 26,250 square feet. If a Hotel contains more than seventy-five (75) square feet of Floor Area per Guest Room of restaurants, meet-

ing rooms and Retail Commercial facilities, the non-Trip generating seventy-five (75) square feet per Guest Room shall first be applied to Floor Area utilized for meeting rooms. To the extent Floor Area utilized for restaurants exceeds seventy-five (75) square feet per Guest Room, Trips generated by such additional Floor Area utilized for restaurants, or other Retail Commercial facilities shall be calculated at the appropriate Retail Commercial category. In no event may more than a total of 26,250 square feet of Floor Area, or seventy-five (75) square feet of Floor Area per Guest Room, be utilized for meeting rooms in any one Hotel).

	Trips/ Dwelling Unit
(iv) Residential	7.55

Notwithstanding any provision of this Ordinance to the contrary, when calculating the CATGP for Projects within the Specific Plan Area, the Floor Area contained within (1) a United States Post Office, public library or other public use approved by the City Planning Commission; (2) additions or alterations to existing buildings or other Projects, where the cumulative Trips of all such additions, alterations or other Projects on a single lot do not exceed 35; and (3) Floor Area constructed utilizing Transferred Trips, shall not be included.

"Floor Area" means the total square footage of the floor area of a building as described in Sections 12.21.1A5 and 12.21.1B4 of the Los Angeles Municipal Code, except for floor area of a balcony, porch or walkway having either no exterior walls or exterior walls which are at least 50% open and unobstructed and which have been covenanted to remain so unenclosed and unobstructed by the recordation of a covenant in a form designed to run with the land.

"Floor Area Ratio" means the Floor Area of a building as compared to the buildable area of a lot as such Floor Area would be computed if a one-story building were to be constructed thereon.

"Guest Room" means one or more habitable rooms in a Hotel, designed as a unit, with entrances and exits common to all such rooms in the unit.

"Improvement/Dedication Percentage" means the percentage which the estimated 1981 cost of a street or sidewalk dedication or traffic improvement referred to in Section 3B1(b) of this Ordinance bears to the total estimated 1981 cost of all the listed dedications and improvements.

"Map" means the map contained in Section 1 of this Ordinance.*

"Office Commercial" includes all financial institutions and all other commercial activities not included in Retail Commercial.

"Pedestrian Corridor" means a public pedestrian way, consisting of Pedestrian Walkways and Pedestrian Crossings, as shown on the Map.

"Pedestrian Crossing" means a grade-separated public pedestrian way over or under a public street.

"Pedestrian Walkway" means a public pedestrian way within a Block.

"Plan" means the West Los Angeles District Plan, a part of the General Plan of the City of Los Angeles.

"Private Access to Corridor" means one or more pedestrian access points to the Pedestrian Corridor from adjacent lots.

"Project" means any building, structure or addition to any building or structure to be constructed on a lot within the Specific Plan Area, excluding any construction or renovation activity which does not add to CATGP. "Project" also means a change of use which increases CATGP.

"Project Permit" means a permit issued pursuant to Section 3C of this Ordinance.

"Project Site" means that area upon which improvements related to a Project are made.

"Retail Commercial" means those activities where goods are displayed, sold or serviced.

"Specific Plan Area" means that area shown within the heavy lines on the Map.

"Transferred Trip" means a Trip transferred to property within the Specific Plan Area from the area governed by the Century City South Specific Plan.

"Trip" constitutes a unit of real property development rights pursuant to this Specific Plan and means a calculation of daily arrivals at and daily departures from a building or structure by motor vehicles of four or more wheels. The number of Trips or Transferred Trips generated by any Project or existing building or structure shall be calculated utilizing the table set forth in the definition of "Cumulative Automobile Trip Generation Potential".

"Trip Percentage" means the percentage which the number of Trips to be generated by a Project bears to 20,000 Trips.

Section 3. Phasing of Development

A. Purpose: The purpose of this Section is to assure orderly development and to provide street capacity and other public facilities adequate for the intensity and design of development by establishing phases for construction within the Specific Plan Area. The first phase of development shall continue until building permits and certificates of occupancy have been issued for Projects which generate all of the CATGP allocated to such first phase. The second phase of development shall begin when building permits have been issued for Projects generating 15,225.606 Trips, exclusive of Trips assigned by this Ordinance to Parcel A of Parcel Map L.A. No. 3784 and Parcel B of Parcel Map L.A. No. 1483; and when all public improvements set forth in Section 3B1(b) of this Ordinance are completed, unless such completion is delayed by conditions beyond the control of the developer and the City of Los Angeles as determined

*Map located on Page 2.

by the City Planning Commission. In the event a Project is proposed, whereby the CATGP, including Trips generated by such Project, exceeds said 15,225.606 Trips, the developer of such Project shall comply with Sections 3B1 and 10 of this Ordinance, such Project shall require a Project Permit and such Project may utilize the Trips allocated to such Project for both phases of development. Nothing contained in this Ordinance shall prevent the issuance of a building permit for a Project in the residentially zoned areas of the Specific Plan Area, so long as such Project complies with the provisions of Sections 3B2(g), 3B2(h) and 3B2(i) of this Ordinance and conforms to the zoning of and any other regulations applicable to the lot on which it is located.

B. First Phase of Development: During the first phase of development, a building permit shall be issued for a Project in the commercially zoned areas only if the CATGP, including the Trips generated by such Project, does not exceed 20,000 and if the following requirements are met:

1. The developer of such a Project shall dedicate, for public street or sidewalk purposes, the property, and shall install or adequately assure the installation of the street improvements, identified in Paragraph (b) below in the manner specified in Paragraph (a).

(a) At the time the developer of such a Project applies for a building permit, the Department of Transportation shall calculate the percentage which the number of Trips to be generated by such Project bears to 20,000 Trips ("Trip Percentage"). The Department of Transportation shall thereupon assign to such Project one or more of the dedications and/or one or more of the improvements identified in Paragraph (b), in the manner specified in Subparagraph (1) below. It shall be the responsibility of the developer to dedicate the property assigned and to install or to assure the installation of such assigned improvements in accordance with the procedures set forth in Subparagraphs (2) through (4) below:

(1) The Department of Transportation shall assign dedications and improvements to such Projects as follows:

(i) If the Trip Percentage of a Project equals the Improvement/Dedication Percentage of a dedication or improvement or the sum of the Improvement/Dedication Percentages of more than one dedication or improvement, which dedication or dedications, and/or improvement or improvements have not been assigned, then such shall be assigned to the Project.

(ii) If the Trip Percentage of a Project does not equal an Improvement/Dedication Percentage or sum of Improvement/Dedication Percentages as set forth in Subparagraph (i) above, then one or more dedications and/or improvements shall be assigned to the Project, and/or a percentage of the cost of a

dedication or improvement not assigned shall be allocated to the Project, the sum of the Improvement/Dedication Percentages of which equals the Trip Percentage of the Project. When the percentages of a particular improvement so allocated total 100%, such improvement shall be assigned to the last Project allocated a percentage of it, and the amounts deposited into escrow, as provided below, relating to such improvement, may be used by the developer or such Project to pay for the percentages of such improvement not allocated to such developer's Project.

(2) Prior to the issuance of a building permit for such a Project, the Bureau of Engineering shall estimate the cost of completing the improvement or improvements assigned to such Project and the cost of the percentage of any improvement allocated to the Project and shall inform the developer and the Department of Transportation of such amount and the developer shall thereupon obtain a Class "B" Permit in accordance with the provisions of Los Angeles Municipal Code Section 62.111 and/or enter into an escrow agreement in the form set forth in Exhibit O-1 contained in Council File No. 80-1250. The developer shall, if an escrow agreement is so executed, deposit into an escrow account created by such agreement the amount of such cost estimate. The funds so deposited shall remain in such account and shall be disbursed therefrom in accordance with terms of such agreement. The Mayor is hereby authorized to enter into any such escrow agreement on behalf of the City of Los Angeles.

(3) The developer of such a Project shall be responsible for the construction of the improvement or improvements assigned to such Project in accordance with the requirements of Los Angeles Municipal Code Section 62.111.

(4) Notwithstanding anything to the contrary in Los Angeles Municipal Code Section 91.0315(c) and (e), neither a certificate of occupancy nor a temporary certificate of occupancy for any portion of such a Project may be issued unless the City Engineer certifies in writing that all dedications have been made and all permits, bonds and insurance required by Los Angeles Municipal Code Section 62.111 have been obtained for all improvements assigned to such Project; and that construction of such improvement or improvements has been completed, has progressed to the satisfaction of the City Engineer, or any delays in commencement of such construction have been caused by events beyond the developer's control.

(5) Any owner of property within the commercially zoned portions of the Specific Plan Area may determine to dedicate any or all of the properties and/or assure and construct all or a portion of the street improvements described in Paragraph (b) below at any time prior to applying for a building permit for a Project. In such

case, the owner or owners shall specify to the Department of Transportation the Improvement/Dedication Percentage the owner proposes to dedicate and/or to assure and construct, and the procedures set forth in this Paragraph shall be carried out at that time. The owner, or owner's successors and assigns, shall receive credit for the dedications so made and the improvements so assured and constructed in connection with Projects later constructed by that owner, or the owner's successors and assigns; however, the owner, and the owner's successors and assigns, shall be entitled to no reimbursement for any portion of any dedications made or improvements constructed in excess of the owner's, or the owner's successors' and assigns' ultimate Trip Percentage, if any.

(b) The following are the dedication properties and locations of the street improvements required to be dedicated and to be constructed and assured pursuant to this Subdivision. A more detailed description of each such improvement is contained in Council File No. 80-1250, collectively identified as Exhibit O-2. To the left of each listed improvement is a number corresponding to the percentage which the estimated 1981 cost of such improvement bears to the total estimated 1981 cost of all the listed dedications and improvements ("Improvement/Dedication Percentage"). The Department of Transportation may modify each such improvement, but only to the extent that such modification is necessary to assure proper integration of the subject improvement into existing on-site conditions and such modifications may not enlarge upon or expand any such improvement.

(1) 7.24% Pico Bouevard between Manning Avenue and Malcolm Avenue: Widen to provide an 80-foot roadway. Relocate and modernize traffic signal equipment. (The City of Los Angeles will acquire a right of way for this improvement prior to assigning the improvement. Said right-of-way shall consist of approximately 25 square feet as more fully set forth in the detailed description of this improvement on Exhibit O-2 referred to above).

(2) 3.19% Pico Boulevard between Avenue of the Stars and east of Century Park East: Widen to provide an 80-foot roadway. (Traffic signal work is included in Nos. (22) and (23)).

(3) 3.51% Constellation Boulevard between Century Park West and east of Avenue of the Stars: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (24)).

(4) 1.20% Century Park West (east side) between Constellation Boulevard and approximately 650 feet south of Constellation Boulevard: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (25)).

(5) 0.35% Century Park West (west side) approximately 680 feet south of

Constellation Boulevard: Widen to provide a 69 to 70-foot roadway. (No traffic signal work is required).

(6) 0.52% Century Park West at Olympic Boulevard: Widen to provide a 74-foot roadway. (Traffic signal work is included in No. (26)).

(7) 0.37% Avenue of the Stars at Santa Monica Boulevard (south roadway): Modify median island to provide an additional 8 feet on the northbound approach roadway. (Traffic signal work is included in No. (27)).

(8) 0.88% Avenue of the Stars approximately 500 feet south of Santa Monica Boulevard (south roadway): Modify the median island to lengthen the northbound left-turn pocket for the driveway to 1801 Avenue of the Stars and construct a southbound left-turn pocket for the driveway to 1900 Avenue of the Stars. (No traffic signal work is required).

(9) 1.49% Avenue of the Stars at Constellation Boulevard: Modify the median island to provide an additional 10 feet of roadway on both the southbound and the northbound approaches. (Traffic signal work is included in No. (24)).

(10) 0.64% Avenue of the Stars at Pico Boulevard: Modify the median island to provide an additional 8 feet of roadway on the southbound approach. (Traffic signal work is included in No. (22)).

(11) 13.04% Santa Monica Boulevard (north roadway) between east of Century Park East and west of Club View Drive: Widen to provide a 70 to 72.5 foot roadway. Relocate and modernize traffic signal equipment.

(12) 7.24% Santa Monica Boulevard (north roadway) at Beverly Glen Boulevard: Widen to provide a 69-foot roadway. Relocate traffic signal equipment.

(13) 2.77% Santa Monica Boulevard (north roadway) at Overland Avenue: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.

(14) 3.86% Santa Monica Boulevard (south roadway) at Westwood Boulevard: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.

(15) 0.45% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park East: Remove median island. (Traffic signal work is included in No. (27)).

(16) 3.11% Santa Monica Boulevard (south roadway) and Overland Avenue: Widen Santa Monica Boulevard to provide a 40-foot roadway. Widen the south leg of Overland Avenue to provide a 40-foot roadway. Relocate traffic signal equipment.

(17) 1.94% Santa Monica Boulevard (south roadway) at Westwood Boulevard: Widen to provide a 40 to 42-foot roadway. Relocate traffic signal equipment.

(18) 0.90% Century Park East at Pico Boulevard: Widen to provide a 68-foot roadway. (Traffic signal work is

included in No. (23)).

(19) 3.37% Right-of-Way for No. (3): Approximately 1,640 square feet, 70 square feet and 400 square feet of right-of-way as indicated on the more detailed description of Improvement No. 3 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.

(20) 3.75% Right-of-way for No. (4): Approximately 2,350 square feet of right-of-way as indicated on the more detailed description of Improvement No. 4 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.

(21) 15.97% Right-of-way for Transit Stop: Ten thousand square feet of right-of-way within 400 feet of the center line of Constellation Boulevard. This item is to be assigned to the owner of the right-of-way. (See No. (28) for description of Transit Stop).

(22) 2.40% Pico Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment, including interconnect.

(23) 1.44% Pico Boulevard and Century Park East: Relocate and modernize traffic signal equipment.

(24) 1.44% Constellation Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment.

(25) 0.22% Constellation Boulevard and Century Park West: Relocate traffic signal equipment.

(26) 1.44% Century Park West and Olympic Boulevard: Relocate and modernize traffic signal equipment.

(27) 1.28% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park East: Relocate traffic signal equipment.

(28) 6.39% Transit Stop: A transit stop to be constructed within 400 feet of the center line of Constellation Boulevard on a lot at least 10,000 square feet in size and suitable for such transit stop use, to be operated or available for use by a municipal transit authority or agency, and to be situated to promote ease in the embarkment and disembarkment of passengers. (See No. (21) for the right-of-way).

(29) 2.59% Century Park East at Olympic Boulevard: Widen to provide an additional 10 feet of roadway on the southbound approach. Relocate and modernize traffic signal equipment. (See No. (30) for the right-of-way).

(30) 7.01% Right-of-Way for No. (29): Approximately 4,390 square feet as indicated on the more detailed description of Improvement No. (29) in Exhibit 0-2 in Council File No. 80-1250.

2. During the first phase of development, Projects in commercially zoned area shall conform to the applicable provisions below:

(a) Projects may be constructed only on lots within the crosshatched areas shown on Appendix A, attached hereto, except as provided in Sections 3B2(c), 3B2(e), 3B2(f), 3B2(j), 5 and 7 of this Ordinance, and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.

(b) Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.

(c) Projects may be constructed on lots within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.

(d) A Project within the "buffer area" shown on Appendix A may have a Floor Area Ratio of not more than four-and-one-half to one. A Project within the "core area" shown on Appendix A may have a Floor Area Ratio of not more than 6 to 1.

(e) If, on a lot anywhere within the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

(f) If, on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

(g) A Project shall be designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.

(h) A Project shall be designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and the occupants of adjacent buildings.

(i) The facade of any parking building shall be designed to be compatible in ar-

chitectural character with its principal building and with adjacent existing office, commercial or residential buildings.

(j) Trips allocated by Section 3B2(b) of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel within the Specific Plan Area to any other parcel within the Specific Plan Area. Such transfer of development rights shall be made in accordance with Section 5 below.

(k) No Project shall be located so as to impede the location or construction of the Pedestrian Corridor.

C. Second Phase of Development: During the second phase of development, a Project in the commercially zoned areas shall be permitted only if the CATGP, including the Trips generated by such Project, does not exceed 30,156.789 Trips and if the following requirements are met:

1. A Project Permit, including such conditions as are deemed necessary by the City Planning Commission, has been granted for such Project pursuant to the procedures set forth in Section 4 of this Ordinance. The City Planning Commission shall make the following written findings prior to approving any such Permit:

(a) Such Project conforms to all of the provisions of this Specific Plan, the West Los Angeles District Plan and all other applicable provisions of the General Plan.

(b) Such Project has been designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.

(c) Sufficient provisions have been made, if necessary, to assure the installation of a continuous Pedestrian Corridor in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.

(d) Sufficient provisions have been made, if necessary, to assure the installation of Pedestrian Crossings in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.

(e) The Project has been designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and the occupants of adjacent buildings.

(f) The facade of any parking building has been designed to be compatible in architectural character with its principal building and with adjacent existing office, commercial or residential buildings.

(g) Consideration has been given by the City Planning Commission to impacts generated by the Project on the vehicular circulation system within the Specific Plan

Area and on the sections of Pico, Olympic and Santa Monica Boulevards between one mile easterly and one mile westerly of the boundaries of the Specific Plan Area, including specifically the impacts at those intersections serving the Specific Plan Area at Pico, Olympic and Santa Monica Boulevards and that mitigation measures, if any, were given due consideration. Such consideration of impacts and mitigation measures shall include, but not be limited to, forecasts of potential traffic from: (1) all Projects within the Specific Plan Area and the area governed by the Century City South Specific Plan for which building permits have been issued, but which have not yet been constructed and (2) all allowable future development permitted under the densities and uses set forth for said areas. These forecasts shall be based on the Trip generation factors contained in the definition of CATGP. Said consideration of impacts and mitigation measures shall be made in writing or reduced to writing and shall be a part of the Project Permit file.

(h) Adequate sewers and similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance, exist or will exist to service the intensity and design of the proposed Project and other development in the Specific Plan Area.

(i) Sufficient provisions have been made to assure the installation of any on-site or off-site improvements deemed necessary by the City Engineer to accommodate any cumulative impacts generated by the Project on existing sewers or other similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance.

2. During the second phase of development, Projects in commercially zoned areas shall conform to the applicable provisions below:

(a) Projects may be developed only on lots within the crosshatched areas shown on Appendix A, except as provided in Sections 3C2(c), 3C3, 3C4, 3C5, 5 and 7 of this Ordinance and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.

(b) Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3C5 and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.

(c) A Project may be constructed on a lot within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3C5 and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.

(d) A Project within the "buffer area" may have a Floor Area Ratio of not more than four and one-half to one. A Project within the "core area" may have a Floor Area Ratio of not more than six to one.

3. If, on a lot anywhere in the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

4. If, on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed, and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

5. Trips allocated hereunder by Section 3C2(b) of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from the demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel in the Specific Plan Area, to any other parcel in the Specific Plan Area. Such transfer of development rights shall be made in accordance with Section 5 of this Ordinance.

Section. 4. Procedures

A. Determinations made pursuant to Sections 3B, 4F, 5B, and 10 (except as set forth in Subsection B of this Section) of this Ordinance are hereby deemed to be ministerial. Such determinations shall not be appealable.

B. Determinations made pursuant to Sections 3C, 6, 7 and 10B9 of this Ordinance are hereby deemed to be discretionary.

C. Discretionary determinations made pursuant to this Ordinance shall be appealable to the City Planning Commission and the determinations of the Commission shall be appealable to the City Council, pursuant to the appeal procedures set forth below. An appeal may be filed, within 15 days after the date the determination is mailed, by an applicant or any other interested person. An interested person shall include but not be limited to any person entitled to notice pursuant to Section 4E2 of this Ordinance.

D. Applications for Project Permits pursuant to Section 3C of this Ordinance shall be filed and processed in accordance with the procedures set forth in Subsection E of this Section. The Commission shall act on such applications within 75 days. The application fee for such Project Permit shall be the same as that for a conditional use permit, as set forth in Section 19.01C of the

Los Angeles Municipal Code.

E. Appeals

1. Appeals from discretionary determinations made pursuant to this Ordinance shall be filed in the office of the City Planning Commission on forms provided for that purpose and shall be accompanied by such information as may be prescribed by the Commission.

2. Upon the filing of an appeal, the Commission shall set the matter for a public hearing and a hearing examiner may be designated to conduct the hearing. Notice of the time, place and purpose of the hearing shall be given to the applicant, the appellant, the Council member of the District, each property association and each federation of such associations, representing the owners of property located within 300 feet of the Specific Plan Area and requesting the Commission to give them such notice, to the owner or owners of all property located within 300 feet of the exterior boundaries of the property involved and to the City Clerk of any municipality adjoining the Specific Plan Area, by mailing to each such person a written notice thereof not less than 14 days prior to the date of the hearing. Such notice shall be given to those persons identified as the owners of the properties involved in the records of the City Clerk or, in the case of properties outside of the City, the records of the County Assessor. Where all property within the 300-foot radius is under the same ownership as the property involved in the application, the required notice shall also be given to the owners of all property which adjoins said ownership or is separated only by a street, alley, public right-of-way or other easement. Additionally, the same notice shall be made by at least one publication in a newspaper of general circulation in the City.

3. The Commission shall make its determination within 75 days from the date of the filing of an appeal and shall forthwith mail a copy of said determination to the applicant, the appellant and any other person requesting such. This time limit may be extended by mutual consent of the applicant and the Commission for an additional period of not more than 21 days.

4. The determination of the Commission shall become final after an elapsed period of 15 days from the date the determination is mailed, unless an appeal therefrom is filed with the City Council within such period. Any appeal not filed within the 15-day period shall not be considered by the City Council. The filing of an appeal stays proceedings in the matter until determination by the City Council.

5. Appeals from determinations of the Commission shall follow the procedures set forth in Subdivisions 1 through 4 of this Subsection.

6. In the event any discretionary determination is not made within the period specified therefore, the matter shall be

transferred to the City Planning Commission for its action thereon, as if an appeal had been filed.

7. In the event the Commission fails to act on any matter within the period specified for its action, the matter shall be transferred to the City Council for its action thereon, as if an appeal had been filed.

F. Administration

1. The Department of City Planning shall maintain a record of the Trip allocations made pursuant to this Specific Plan, Trips or Transferred Trips utilized for Projects subsequent to the effective date of the Specific Plan, Trips arising from demolition of any building or portion thereof, Trips arising from a change of use of a building or portion thereof (changing the Trips generated by such building), any transfers of Trips between parcels within the Specific Plan Area, any transfers of Transferred Trips from the area governed by the Century City South Specific Plan to a parcel within the Specific Plan Area, any transfers of Transferred Trips between parcels within the Specific Plan Area, any allocation of Trips to specific lots resulting from a subdivision, and such other records as may be necessary or desirable to provide an accurate and up-to-date account of the Trips and Transferred Trips available for use on any lot within the Specific Plan Area. Such records shall be available for public inspection. The Department of City Planning shall upon request of any property owner within the Specific Plan Area provide a certification of the number of Trips currently available to such property owner's lot. Any change in the number of Trips or Transferred Trips available to any lot or lots shall be evidenced in a recorded document in a form designed to run with the land and signed by the owner (s) of the lot or lots involved.

2. The Department of Building and Safety shall not issue building permits for any Project until the Director of Planning, or his or her designee, has certified in writing that the construction plan conforms to this Specific Plan.

Section 5. Transfer of Development Rights:

Trips and Transferred Trips may be transferred from any lot within the Specific Plan Area to any other lot within the Specific Plan Area, subject to the following restrictions and the other applicable provisions of this Specific Plan.

A. No Trip or Transferred Trip may be transferred if it has previously been utilized on or transferred from the transferor site; provided, however, if a building, or portion thereof, is demolished, or if the use of a building, or portion thereof, is changed, thereby reducing the Trips or Transferred Trips generated by the building, all or part of the Trips and Transferred Trips attributable to such demolition or change of use may be transferred to one or more Project Sites. Trips and Transferred Trips which have

been transferred, but not utilized on the transferee site may be transferred to any other lot within the Specific Plan Area.

B. No such transfer may be made unless the Director of Planning certifies in writing that said transfer conforms to the requirements of this Section and Sections 2, 3B2, 3C2, 3C3, 3C4, 3C5, 6 and 7 of this Ordinance.

C. Trips Transferred from Century City South Specific Plan Area.

Transferred Trips, not to exceed 5,000, may be transferred from the area governed by the Century City South Specific Plan to any property within the Specific Plan Area. Such Transferred Trips may be utilized for any Project. Such Transferred Trips may be utilized either for a Project only utilizing such Transferred Trips or may be utilized for a Project utilizing a combination of such Transferred Trips and Trips arising pursuant to the provisions of this Ordinance. Transferred Trips shall not be subject to the phasing requirements, dedication and improvement provisions, or Project Permit procedures of this Ordinance. Transferred Trips may be transferred from any parcel in the Specific Plan Area to any other parcel in the Specific Plan Area, provided that any such transfer shall be made in accordance with this Section.

D. Any transfer of Trips or Transferred Trips, conforming to the provisions of this Ordinance, shall be evidenced by a recorded document, signed by the transferor in a form designed to run with the land and satisfactory to the City Attorney, which document restricts the Trips or Transferred Trips allocated to the transferor site to the extent that said Trips or Transferred Trips have been transferred to another site.

Section 6. Alternative Calculations of Trip Generation Factors:

If the developer of a Project, the Director of Planning or any other interested person disputes any of the Trip generation factors enumerated in the definition of CATGP in Section 2 of this Ordinance, as applied to a particular Project during the second phase of development, such person may submit a proposed alternative Trip generation factor for the Project, along with a traffic generation study prepared by a registered traffic engineer, for review by the City of Los Angeles Department of Transportation (Department of Transportation). The Department of Transportation shall review the study and report its findings to the City Planning Commission within 30 days. The City Planning Commission shall schedule a public hearing thereon, give notice thereof as prescribed by Section 4E2 of this Ordinance, and within 45 days after such hearing approve, disapprove or conditionally approve the proposed alternative Trip generation factor as the Trip generation factor for the Project. The Commission shall notify the developer, the Director of Planning and the person submitting the alternative factor of its determination by letter, with copies thereof to the record owners of all property

located within 300 feet of the exterior boundaries of the property involved, each property owner association and each federation of such associations, representing the owners of property located within 300 feet of the Specific Plan Area and requesting the Commission to give them such notice, the Department of Transportation, the Department of Building and Safety, the Council member of the District and the City Clerk of any municipality adjoining the Specific Plan Area.

Section 7. Shopping Center

A. Notwithstanding any provision of Sections 3B2(c) and 3C(2)(c) of this Ordinance to the contrary, one or more Projects on the site of the Century Square Shopping Center (Parcel A of Parcel Map L.A. No. 3784) may be permitted during the first phase of development, provided that the aggregate Trips generated by all such Projects do not exceed 4,200. Such Trips shall be included in the CATGP. Any such Project or Projects shall consist of a 3,516.059 Trip addition of Retail Commercial uses only to the existing shopping center and 683.941 Trips of any commercial development. However, no Project may contain a fast food restaurant. Said Retail Commercial Project or Projects may include office space utilized by the owner of the lot and the Retail Commercial tenants, which space is incidental to the retail uses.

B. If any of such 4,200 Trips are transferred to any other lot within the Specific Plan Area, the document evidencing the transfer shall indicate whether or not the Trips need be used for Retail Commercial purposes. No more than 683.941 Trips may be so transferred for other than Retail Commercial uses, except as provided in the following subsection. Retail Commercial Trips so transferred shall be utilized at 35 Trips per 1,000 square feet of Floor Area.

C. If any building, or portion thereof, located on said Parcel A is demolished, the first 3,516.059 Trips resulting therefrom may be used thereafter only for Retail Commercial uses, unless the City Council by resolution finds that the Trips resulting from such demolition are no longer needed to supply Retail Commercial space within the Specific Plan Area, in which case such Trips shall not be so restricted. The provisions of Los Angeles Municipal Code Section 11.5.7D do not apply to any such determination.

D. No building or structure located within the C2-1-VL-0 portion of said lot shall exceed a height of 45 feet from the floor elevation of the plaza level of the existing Century Square Shopping Center.

E. The owner of Parcel A of Parcel Map L.A. No. 3784 shall make available 15,000 square feet of improved leasable Floor Area for public purpose uses, which uses may include without limitation a United States Post Office and public library and which uses shall be subject to approval by the City Planning Commission.

1. A fair and reasonable rental may be charged for said space, which rental shall not be lower than the lesser of (a) the then current market rental for similar space within the Century Square Shopping Center, or (b) the owner's actual construction cost, (including interest on any financing for said construction) of space actually constructed for such purposes, if any, amortized over a period of twenty years.

2. If, within 24 months after the effective date of this Ordinance, one or more leases have not been executed for such 15,000 square feet of such improved leasable Floor Area, then the owner shall convey to the City of Los Angeles, free of charge, Floor Area within a building, the quantity of which space shall be the difference between the number of square feet of Floor Area then leased and 15,000 square feet. However, the owner shall not be required to convey more than 3,000 square feet nor less than 1,000 square feet. Such conveyed Floor Area shall be contiguous. The owner shall thereafter not be required to make available any additional Floor Area for such leasing.

3. Neither the owner of Parcel A nor any other person may utilize any Floor Area constructed or otherwise made available pursuant to this subsection for any use other than a public purpose use approved by the City Planning Commission, except in accordance with the provisions of this Ordinance.

Section 8. Parking Management:

Interim parking plans, which will mitigate the effects of parking displaced by any project, shall be submitted to the Department of Transportation prior to the issuance of a building permit for that Project.

Section 9. Parking Structure: Notwithstanding any provision of this Ordinance or Los Angeles Municipal Code Section 12.14 to the contrary, the parcel rezoned herein from M1-1-0 to C2-2-0 may be developed by constructing, maintaining and operating thereon a parking building which complies with the requirements of the M1-1-0 Zone, which provides a setback of at least 200 feet from Century Park West and which is no higher than 335 feet above sea level. If the current proposal to construct, maintain and operate such parking building is abandoned or after construction of such structure the parcel is voluntarily redeveloped, then the parcel may be used only for the uses permitted in the C2-2-0 Zone, as further restricted or conditioned by this Ordinance, or for such uses as may be permitted in any other zone into which the property may hereafter be placed.

Section 10. Pedestrian Corridor

A. Purpose: The purpose of this Section is to set forth the plan for a continuous Pedestrian Corridor. The Map shows the general location of the pedestrian Corridor. The Pedestrian Corridor, and the provisions hereinafter set forth to implement

such Corridor, shall be applicable to all Projects and to all properties within the Specific Plan Area, as more particularly designated on the Map.

B. Implementation: Pedestrian Walkways and Pedestrian Crossings shall be constructed in accordance with the following:

1. Within 90 days after the effective date of this Ordinance, the City Engineer, after consultation with the Director of Planning, shall commence preparation of preliminary plans for the Pedestrian Corridor showing its location, dimensions, the general location of Pedestrian Crossings and any other special features of the Corridor, and shall complete such plans in an expeditious manner. The preliminary plans shall be sufficient to guide an architect or engineer to be employed by a developer in preparation of final plans for particular components of the Corridor, so that such will harmonize and be compatible with other components of the Corridor.

2. No building or other structure shall be located so as to impede the location or construction of the Pedestrian Corridor.

3. Any Project of more than 10,000 square feet of gross Floor Area (including but not limited to equipment rooms, staircases and parking structures), located on a lot through which a portion of the Pedestrian Corridor passes, shall include construction of any portion of the Pedestrian Walkway on said lot. The developer of such Project shall, prior to the issuance of a building permit for the Project, dedicate or convey an easement for such portion of the Pedestrian Corridor, provide covenants or other assurances satisfactory to the City Engineer that the improvements of such portion of the Pedestrian Walkway will be completed, and demonstrate to the satisfaction of the City Engineer that any necessary substructure for any required portion of the Pedestrian Corridor is adequately provided for in the construction plan; such substructure, if necessary, shall be built by and at the expense of the developer.

4. The owner of a lot improved with a building or structure may construct that portion of the Pedestrian Corridor within the lot in accordance with the preliminary plans prepared by the City Engineer. In such case, the owner shall dedicate or convey an easement for such portion of the Pedestrian Corridor, shall obtain a permit to construct and shall construct such portion of the Pedestrian Corridor.

5. Dedication and construction of improvements shall be assured and performed in the manner in which subdivision improvements are generally assured and constructed within the City of Los Angeles. The easement to be dedicated may consist of air or subsurface rights, reserving to the dedicant the right to utilize the area above or below the surface, provided that if the dedication is made of air rights, the dedicant shall also execute any agreements or covenants as may be necessary to protect

the continued public use of the Pedestrian Corridor and the improvements therein.

6. At any time, the City Council may determine to construct all or a portion of the Pedestrian Corridor pursuant to public contract. The City may accept negotiated conveyances or dedications for the land required for such construction. The City may determine to finance the acquisition and construction of the Pedestrian Corridor or a portion thereof with any funds available to the City, or may determine to finance the same through the processes of the Improvement Act of 1911 or the Municipal Improvement Act of 1913. In the event financing is accomplished pursuant to said improvement acts, credit for the dedications made and/or improvements constructed without compensation may be given to properties making such dedications or constructing such improvements.

7. Any owner of real property through which the Pedestrian Corridor passes may, with the consent of the City, perform the necessary maintenance and repair of improvements within the Pedestrian Corridor, if the owner requires a special level of maintenance over and above the ability of the City to maintain. In such event, the owner shall execute an agreement to perform such maintenance and to indemnify and hold the City harmless from any liability because of the owner's failure to do so or negligence in performing such maintenance.

8. The Pedestrian Corridor shall conform to the following design standards:

(a) Pedestrian Walkways and Pedestrian Crossings shall be constructed in the approximate locations designated on the Map.

(b) Pedestrian Walkways shall be constructed of a hard, durable surface and shall be a minimum of 6 feet in width; provided, however, the City Engineer may require a greater width if such is necessary to carry anticipated pedestrian traffic.

(c) Pedestrian Crossings shall be a minimum of 8 feet wide, and if constructed over a public right-of-way shall have a vertical clearance of 17 feet from any portion of the public roadway which it crosses. An easement for any such Crossing shall be dedicated to the City of Los Angeles.

(d) The Pedestrian Corridor shall be designed and constructed to conform to applicable handicapped person access standards.

(e) Components of the Pedestrian Corridor shall be designed to be wholly contiguous and completely accessible to the public upon full implementation of the system.

(f) Mounted diagrams, maps or other graphic devices, clearly setting forth a schematic of the Pedestrian Corridor shall be located along the Pedestrian Corridor. Said graphic devices shall conform to the uniform graphic standard and shall not be more than 5 feet or less than 3 feet in height.

(g) The Pedestrian Corridor shall be

open to the public, but there may be Private Access to the Corridor.

(h) The use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director of Planning and the City Engineer. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.

9. Any changes in the approximate location of the Pedestrian Corridor shall be subject to approval of the Director of Planning and the City Engineer, who shall find that any such change conforms to the spirit and intent of the Specific Plan and will provide equal or better pedestrian access and safety.

Section 11 Change of Zone Within Specific Plan Area: Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map set forth in Section 1 of this Ordinance.

Section 12 Owner Acknowledgment of Limitations: The Department of Building and Safety shall not issue building permits for any Project until such time as the owners of the subject parcel have executed and recorded a covenant, in a form designed to run with the land and satisfactory to the City Attorney, containing the owners' acknowledgement of the contents and limitations of this Specific Plan.

Section 13 Severability

A. Severability Provision: If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision, clause or application, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

B. Moratorium

1. In the event a judicial decision referred to in Subsection A of this Section invalidates this Ordinance to permit, or otherwise permits, Projects generating more Trips than those permitted to be generated pursuant to this Ordinance in either phase of development, then there shall become effective immediately a moratorium on the issuance of any applicable permit for a Project within the Specific Plan Area to the extent that such Project would generate more Trips than those permitted pursuant to this Ordinance. Such moratorium shall be effective for a period of six (6) months, or

until the effective date of a newly enacted specific plan, whichever occurs first. Notwithstanding the foregoing, nothing contained in this Subsection shall prevent or delay Projects which would not generate more Trips than those permitted pursuant to this Ordinance.

2. The City Council, by resolution, may extend said moratorium for two (2) additional periods not to exceed three (3) months each, or until the effective date of a newly enacted specific plan, whichever occurs first.

3. The City Council, by resolution, may modify or waive the provisions of any moratorium provided for in this Subsection as to any Project if the Council finds that such Project and the method of its approval would be consistent with all valid provisions of this Specific Plan and with any such judicial decision.

Section 14 Urgency

This Ordinance is urgently necessary for the preservation of the public peace, health and safety and shall take effect immediately upon its publication. The following is a statement of the facts showing its urgency. The area described in Section 1 hereof is served by an already overcrowded street system. The uses and densities now permitted in said area are so much in excess of the uses and densities permitted under the proposed Century City North Specific Plan so that, if commercial development were permitted to continue pending the effective date of this Specific Plan, the purposes and provisions of this Plan would be frustrated, and conditions on the already overcrowded street system would be severely worsened. Furthermore, such development may result in significant increases in noise and air pollution which will directly affect the area and surrounding neighborhoods. The West Los Angeles District Plan specifically cites pedestrian systems as a major objective for the Century City North Specific Plan. Large scale development in the absence of such systems may result in serious safety hazards. For those reasons, in order to fully effectuate the purposes of this Ordinance, it is necessary that this Ordinance become immediately effective upon publication.

CENTURY CITY NORTH SPECIFIC PLAN COMMERCIALLY ZONED AREAS

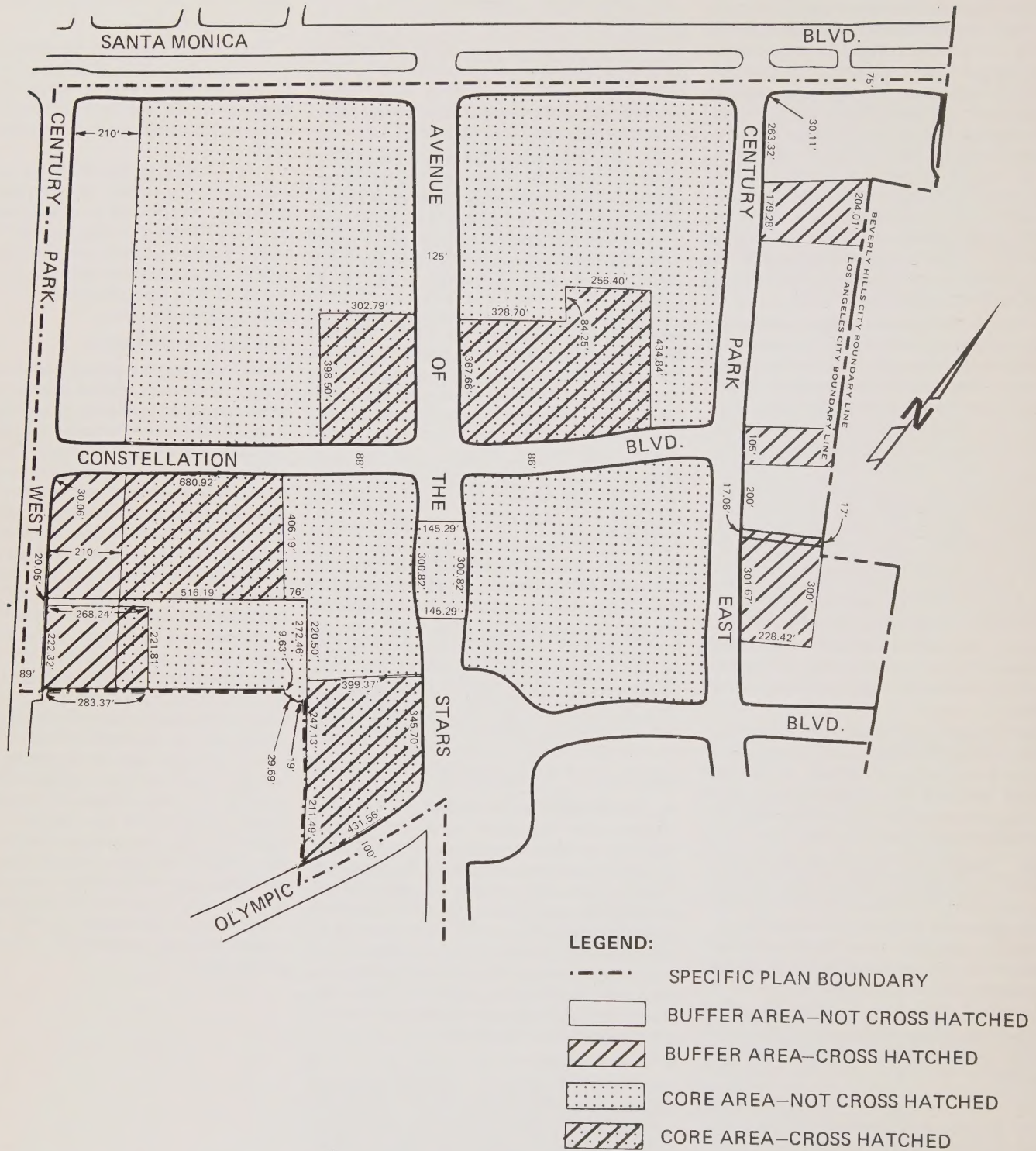


TABLE OF TRIP ALLOCATIONS TO LOTS IN CROSS-HATCHED AREAS

Lot		Trip Allocation Phase I	Trip Allocation Phase II
Buffer			
Parcel Map L.A. No. 1483	Parcel B	574.394	363.540
Tract No. 26196	Portion Lot 4	38.094	24.110
Tract No. 26196	Lot 5	630.787	399.232
Certificate of Compliance	No. 81-029 (Portion)	732.370	463.526
Parcel Map L.A. No. 3635	Parcel A (Portion)	400.358	253.391
Division of Land Map No. 18	Parcel 4B	0	156.789
Core Area			
Parcel Map Exemption No. 2122	Parcel C	2,088.043	1,141.819
Parcel Map Exemption No. 2122	Parcel D	830.688	1,609.713
Certificate of Compliance	No. 81-029 (Portion)	4,235.717	2,316.247
Parcel Map L.A. No. 3784	Parcel B	2,502.760	1,368.602
Certificate of Compliance	No. 81-030	3,466.819	1,895.785
Parcel Map L.A. No. 3635	Parcel A (Portion)	299.970	164.035
		15,800.000	10,156.789

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